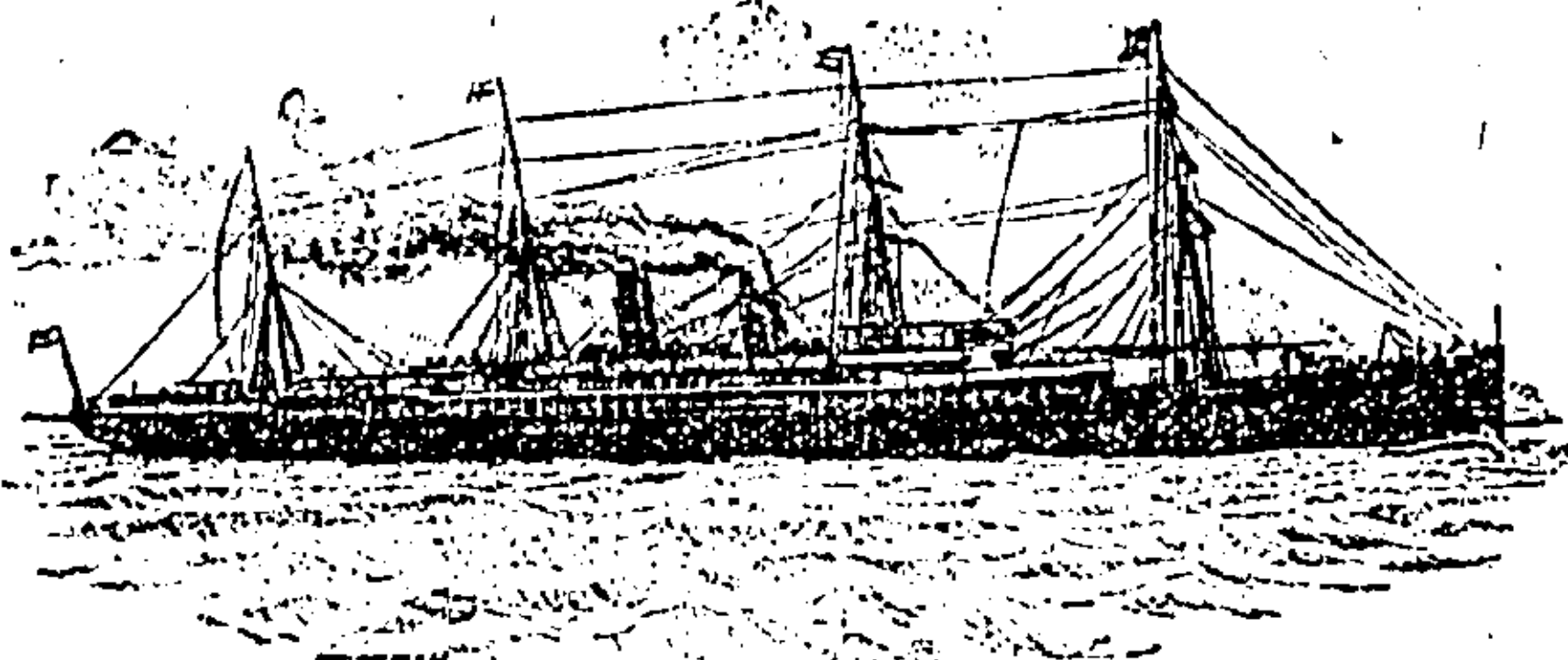


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"COPIE"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GABRIEL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-24th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100.00 or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

F. W. TILDEN, Agent.

Hongkong, 6th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 14th June.
"EMPERESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at VANCOUVER with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	20th June.	Freight and Passengers.
SUEVIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	1st July.	Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	15th July.	Freight.
WURZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	29th July.	Freight and Passengers.
BADENIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	12th August.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 8th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons..... Captain H. D. Jones.
"PULAN" 1,388 "..... " G. F. Morrison, R.N.R.
"FAIRFAX" 2,363 "..... " G. F. Dixon.
"HANKOW" 3,273 "..... " C. V. Lloyd.
"KINSHAW" 2,363 "..... " J. I. Lassius.
Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M., except
Sundays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5:30 P.M.
(Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is given to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN" 1,998 tons..... Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7:30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNG SHAN" 2,107 tons..... Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about
7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about
7:30 A.M.

JOINT SERVICE OF THE H.K. C. & M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE INDO CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 561 tons..... Captain R. D. Thomas.
"SALAM" 583 "..... " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about
8 A.M. Round trip time about 5 days. These vessels have Superior Cabin accommodation
and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
137E

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT CO., LTD.
LIMITED

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.03 per Cask ex
Factory.

In Bags of 250 lbs. Net £5.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S KAUTZEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
30, QUEEN'S ROAD,
Watson's Building.

401

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prize at every Exhibition;
and for Votier's and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 14 & 16, Queen's Road Central, 139

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W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is
generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bung-
ling of incompetents and the indiscriminate wearing of others' discarded glass: s.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to
the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite
Hongkong Hotel.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES } cannot be surpassed.
HEINZ'S APPLE BUTTER }
HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

COMMISSIONER LOCKHART'S
PROGRESS.

The Chinanfu correspondence of the *N. C. D. News*, writing on 19th May, says:—Through the courtesy of Captain Barnes, word has been received of the further progress of Commissioner Lockhart's party in their trip to the south of the province. They were royally treated all the way down to Venchoufu, where they were met outside the city by a party of soldiery and Bishop Anzer together with other notables, who escorted them to the premises of the Roman Catholic Mission, where they were entertained, by arrangement with the local officials. Remaining there but one night, they proceeded next day to Chiifu, where they had a most interesting visit to the beautiful temple of Confucius and to the grave of the Sage. The present reigning Duke entertained them at lunch, this being the first time, it is said, that he has broken bread with Europeans. A handsome old glass goblet was presented to Mr. Lockhart by the Duke as a memento of his visit, together with the usual eulogistic address.

THE S.S. "PEMBROKESHIRE"

The *N. C. D. News*, of 2nd inst., reports:—The huge and battered hull of the s.s. *Pembroke* lies in the Cosmopolitan Dock, an object of no little curiosity to numerous visitors, who whether they be versed in the mysteries of shipcraft or not, cannot fail to be impressed by the great jagged tears made in the heavily plated framework of her bows. The fact that what appears to be the worst rent of all was caused not by the original crashing on to the rock but by the blasting operation found necessary in order to release the vessel, detracts nothing in admiration from the skill which must have been exercised to save her from being a total wreck. It has already been told how, with all her heavy cargo and added weight of water placed in the stern the *Pembroke* was tugged off the rock and towed, bows high in air, into Messrs. Farnham, Boyd and Co.'s big graving dock. There, where Chinese workmen are busily preparing to strip off the crumpled plating—which for all its solidity has been treated as though it were just tin foil—it is possible to see how easily when rock and the stoutest modern craft come into unwilling contact, the ship is bound to get the worse of the encounter. The *Pembroke* appears to have struck her rock end on and then, though steaming at slow speed through fog, to have torn a way over it for nearly a third of her length. Expert opinion gives it that an iron framework would have suffered much more severely; as things are the more malleable steel was pierced and rolled up and sadly, not of its usual lines of beauty. For four months at least hammers will be clanging to make her fit for sea again. The mishap has shown once again the value of the water-tight bulkheads, with which the *Pembroke* as a comparatively new vessel is provided. The members of the Architects and Engineers Society who, as already announced, are to make the pleasant little water trip during the river to the dock to-day will no doubt be able to frame learned reasons to explain exactly what happened and why and how. But even with less serious intentions than these a trip to the *Pembroke* may be made a very pleasant and even instructive outing, while for amateur photographers it is a particularly tempting subject.

THE BRIGHTEST LIGHT IN THE
WORLD.

A LONDON Electrician exhibited the other day a new form of arc lamp which gives a light, beside which the most brilliant electric light ever previously seen looks like a smoky lantern. This extraordinary light is produced by electrifying the vapours of Mercury. Without the aid of a particle of Mercury a still brighter light has, by Dr. Williams' pink pills for pale people, been brought into thousands of homes. "I loved the country they have restored the light of health to tired eyes, the rose-pink of beauty into pale cheeks. Miss Bessley, the landlady's daughter at the Railway Inn, Oldbury, Birmingham, England, said these pills, three years ago, brought light into her life which she feared had gone for ever. "I was in such a terrible state," said she, "through that ever-prevalent malady, anemia, that I could not even dress my hair. I was just like death: people turned round to look at me. I used to fall down fainting in the road. I could not digest food—in fact, I had no appetite for it. Dr. Williams' pink pills cured me, and I have remained well, eating freely and working with ease. Undoubtedly the pills saved my life."

Dr. Williams' Pink Pills can be had of most European chemists and drug stores. [578e]

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

M. R. T. ROSE having returned to the Colony has resumed his Duties as SECRETARY of the Company from this Date.
By Order of the Board of Directors,
W. B. DIXON,
Chief Manager. [565e]
Hongkong, 2nd June, 1903.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, Hongkong.

Hongkong, 24th December, 1902. [1599d]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MAGDOFF,"
FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd June, 1903. [655e]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Jahrg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd June, 1903. [662e]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c. ex S.S. *Oceanic*.
From Persian Gulf, ex H.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th June, 1903. [14]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

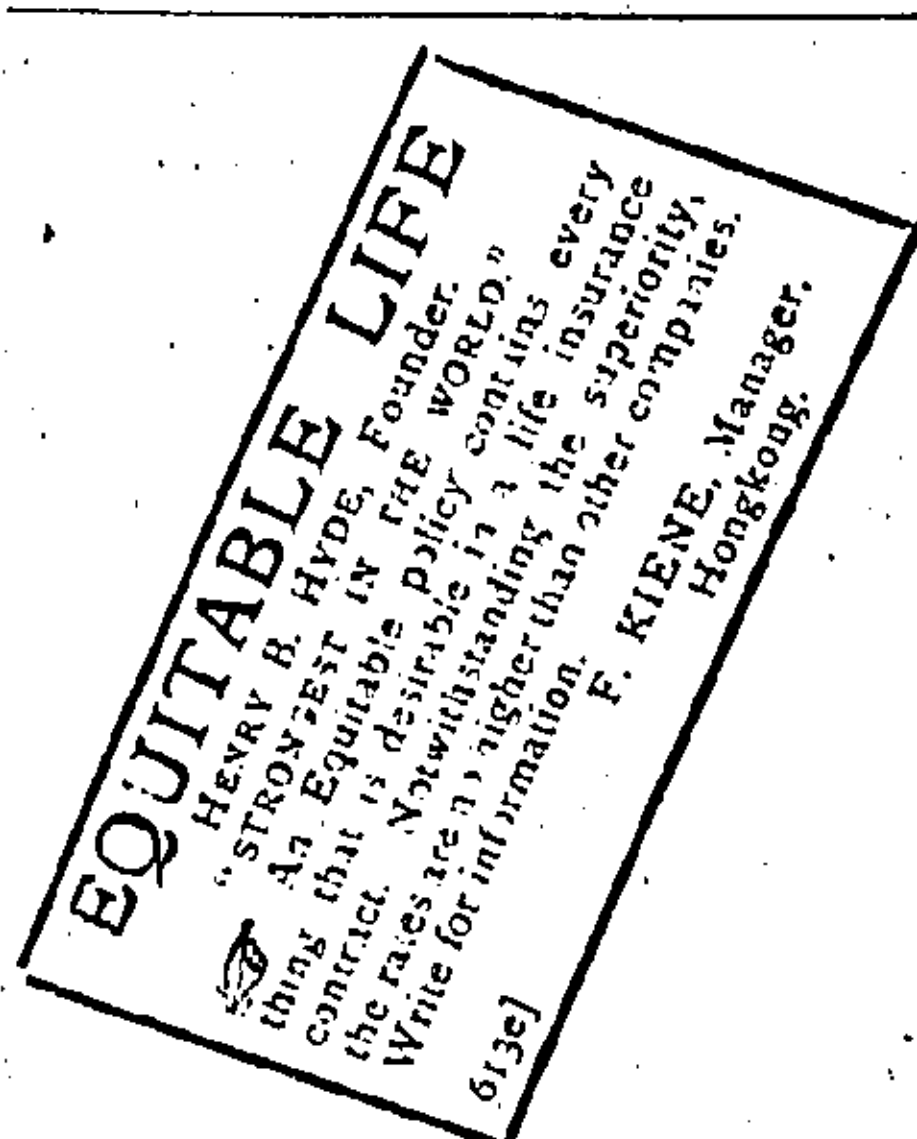
Hongkong, 6th June, 1903. [1266e]

GENERAL AVERAGE S.S. "BANCA."

NOTICE is hereby given to INSURANCE COMPANIES concerned that any Claims paid by them on Cargo damaged on this Steamer by the Fire which occurred on 27th December, 1902, and which should be included in the General Average, must be notified to the Undersigned not later than 30th June, and such notification must be supported by Account Sales, if Goods sold by Auction, Acknowledgment of Payment, Survey Report and all other Vouchers bearing upon the Claim.

E. A. HEWETT, Superintendent, PENINSULAR & ORIENTAL S.N. Co. [665e]
Hongkong, 3rd June, 1903.

Insurances.



NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1903. [25]

Intimations.

WHAT IS



1st June, 1903. [650e]

THE

ROBINSON

PIANO

Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undemoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER \$400

NEEDHAM 380

DORNER 375

ROINSCH 400

SCHIEDMEYER 250

BORD 280

RACHALS (SEMI-GRAND) 700

H. & MULLER 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415e]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week \$ 2.85

One month 7.20

Two months 13.00

Three " 20.00

Six " 37.50

Twelve " 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts 5 per cent.

6 " 10 "

12 " 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road, Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at Daylight.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
SHINANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SAUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at Daylight.
KUMANO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
KINSHU MARU	KOBE	THURSDAY, 25th June, at Noon.

*Through Passenger Tickets issued for the Principal Cities in the United States; Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI

Acting Manager.

Hongkong, 2nd June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIC," Captain Guignes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 28th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd June, 1903. [1004e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
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Olympia 2,837 J. Truebridge June 24

Trenton 9,606 T. W. Garlick June 30

Tacoma 2,812 A. Dixon July 6

Victoria 3,502 J. Pantan Aug. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 3rd June, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PENINSULAR GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Ships and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARIVET	20.00	22.00
CHATEAU MOUTON		
CHATEAU PONT	24.00	26.00
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LA FITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET,
CHATEAU RAUZAN AND
CHATEAU LA FITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902

[288]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.30 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 8, 1903.

MISS BLAKE'S MARRIAGE

WITH CAPT. J. B. ARBUTHNOT.

BRILLIANT FUNCTION.

To-day a distinct milestone has been set up in the social annals of Hongkong. The celebration of the wedding of high personages like Miss Olive Blake with Capt. John Bernard Arbuthnot is an event which the Colony sees for the first time in the sixty-two years of its existence as a British possession. The only daughter of the representative of England's Sovereign wedded to the aide-de-camp of His Excellency the Governor is a social function over which any community may right well be jubilant, and well also might the loyal citizens of Hongkong have looked forward to this day to proffer their heartfelt congratulations to the young and happy wedded couple and to H.E. Sir Henry and Lady Blake. For once all political and commercial discordant notes, that inevitably sound at times in a cosmopolitan community, whose varied interests sometimes clash, are hushed in one joyous strain of felicitations that encircle the hospitable home at Government House on this most auspicious occasion. The popularity of the bride and bridegroom no less than the esteem held for the Governor and his distinguished wife have called forth the sentiments of genuine joy from among all classes and ranks of the residents of Hongkong. Europeans co-mingle with the Chinese in a union of good wishes for the conjugal felicity of those two who were joined in wedlock in St. John's Cathedral this evening. Miss Olive, the only daughter of Sir Henry and Lady Blake, enjoys a popularity that is general with all who have the honour and the privilege of an acquaintanceship with Government House. She has made many friends both in England and in Hongkong, and in her womanliness, guides the smooth current of domestic joy, caring more for her home than for society, but whenever her presence is needed at official functions she is there and, like her mother, proves an exemplary help-mate to His Excellency. Of her accomplishments, and they are many, one standing out more prominently than the rest is her remarkable facility for linguistic attainments. To be able to control a written and colloquial knowledge of the Chinese language within the comparatively short time Miss Blake has been with us in Hongkong is a scholastic feat which most would envy and of which many would be proud. Miss Blake was a total stranger to the vernacular tongue when she first set foot on the island about five years ago. By dint of inherent talent and assiduous study she is now able to hold a conversation in Chinese with the most intelligent and educated of our native ladies. The hieroglyphics of China, otherwise known to the initiated as the Chinese characters, with their radicals and strokes, are as familiar to the bride—

"Whose virtue and the conscience of whose word."

Would be wooed, and not unsought be wooed.

as they are to those who have had to commence with the trimetrical classics of China and learn by rote until they have attained to the knowledge of the writings of the great sages of the Flowery Kingdom. Socially, it might be said of her that—

"She is witty to talk with,
And pleasant, too, to think on."

While—

"Her face is like the milky way 'neath the sky,
A meeting of gentle lights without a name."

Capt. John Bernard Arbuthnot, of the Scots' Guards, is a familiar figure in the Colony as aide-de-camp to H.E. the Governor. The eldest son of Colonel Arbuthnot, of Norton Court, Gloucestershire, J. P., D. L., late of the Royal Artillery, and Member of Parliament for Hereford, from 1871 to 1874 and again from 1878 to 1880, he enjoys the distinction of having conducted the signalling and telegraphic arrangements connected with the Coronation of the King. He was an active member of the Coronation Committee at home and was awarded the Victoria Order for his services. It was by his hand that the signal was given

which proclaimed to the world from Westminster Abbey on August 9th last that the Coronation had been happily consummated. Educated at Eton College and the Royal Military College, Sandhurst, he entered the Army in July, 1895, and the memorable campaign in South Africa which called forth the sons of the best in the land from the mother country saw Capt. Arbuthnot as one of them leaving the homeland for the veldts as signaller in the crack regiment of England whose Sovereign is Colonel-in-Chief—the Scots' Guards. He is now privileged to wear the Coronation medal, and the South African medal with clasps for the Transvaal and Orange Free States while he is also entitled to the South African 1900 clasp. He has followed worthily in the footsteps of his father, The record of Col. Arbuthnot's war services show us that as aide-de-camp to Lord Strathairne he served during the Indian Mutiny, 1857-1858; and was present at seven sieges and commanded the siege train in the attack on Koeh, being three times specially mentioned in despatches. He took part in two fights in the Abyssinian War of 1867-8, his name appearing in despatches and he was recommended for brevet majority for this signal service. It was in London in the spring of 1901, that season when "fancy lightly turns to thoughts of love," that the bridegroom became first acquainted with his future wife who was then at home with Sir Henry Blake. It was on this occasion that *M. A. P. in Society* wrote that one of the "most interesting of our vicereys home for the Coronation is Sir Henry Blake, the Governor of Hongkong. Married to a daughter of Hernal Osborne—brother-in-law of the Duchess of St. Albans—and a man of great national ability and much force of character, he has been an active and successful Governor in various parts of the world. He is an extremely able and close observer; indeed, one may learn more in just ten minutes' conversation with him about the Far East than one would do in a year over books. Lady Blake, a tall, stately, handsome woman, has much of the brilliant wit of her father. "The flower of the flock is Miss Blake—one of the most beautiful Irish girls I have ever seen; very tall, very graceful, with strikingly handsome, well shaped features, and eyes of combined sweetness and intelligence." It was probably at that time that "all heaven and happy constellations shed their selectest influence" over the couple whose future lot led them to the nuptial bower amidst the surroundings of "a people of mixed race, it is true; but who, in sympathy and devotion, fall in socially, as well as politically, with the best of the citizens owing allegiance to our august Sovereign. Under such happy circumstances it was but natural to find that the function in the Cathedral and the subsequent reception at Government House were brilliant beyond precedent. At the former the ceremony was unexampled in dignity and charm. It is not an uncommon custom, as it is certainly a very pretty one, when the bridegroom is a military officer, for a wedding to be attended by a troop or a company of his regiment, who line the aisle as a sort of informal guard of honour, and lend that colour and distinction to the proceedings which only men of war in uniform seem able to supply. Although at the marriage solemnised this evening such a pretty custom could not possibly be observed because of the absence of any of the Scots' Guards, the full dress uniforms of representatives of the Army and Navy in Hongkong mingled strikingly with the rich dresses of the large congregation which bore convincing signs that there is a prevailing taste even in this Colony for the picturesque in costume. As one of the peculiarities of our much-abused climate is that in these months it necessitates our wearing clothes of extremely light texture, it was pleasing to observe that the majority of the assembled guests were daintily robed in charming and appropriate material. There was, indeed, a delightful blending of colours: Dresses of many hues mingled with uniforms and relieved the sombre frock coats of civilians, while here and there the light tinted gowns of native citizens stood out in striking contrast to other attire. Some considerable time before the hour fixed for the ceremony people began to arrive at the Cathedral and were conducted to their seats by the Hon. Gershom Stewart, assisted by Messrs. Murray Stewart, C. Clet, ent, H. P. Tooker and Gray. By five o'clock the building was completely filled. There is only seating accommodation for 560 persons, and although 250 extra seats were provided there was not room enough for many who had to remain outside where they witnessed both the arrival and departure of the bride. Every point of vantage in the vicinity was taken up by a motley crowd who, impelled by curiosity to witness so rare a sight, had come to get a glimpse of the brilliant procession formed by the bridal party and guests wending their way to Government House. Everybody of note in the Colony was present at the Cathedral. Lady Blake, Mrs. F. A. Blake, Sir John Keane, Mr. and Mrs. E. A. Hewett and Mr. R. F. Johnston occupied seats on the right-hand side of the chancel steps from which a red carpet led up to the altar, and the floral decorations, though not extensive, were very beautiful, and bore evidence of artistic treatment in their display. On the altar table were many blooms of the sweet tube rose, and an arch of palms led down to the chancel steps where a continuity was observed to the main porch of the choir stalls and young palms were neatly arranged, and at the entrance to the Cathedral there were four arches of palms giving a finishing touch to a pretty picture. Mr. Dunn, the newly appointed Superintendent of the Botanical and Afforestation Department, and Mr. Tutcher undoubtedly exhibited great taste in the artistic decorations "Sweet day, so fine, so calm, so bright,
The bridal of the earth and sky."

Shortly before the appointed hour the bridegroom accompanied by Major the Hon. H. W. Trefusis, A.D.C. to H. E. Major-General Sir William J. Gascoigne, as best-man, entered the building and proceeded to take their place at the right of the chancel steps. Capt. Arbuthnot was wearing his full uniform and decorations, and his best-man was similarly attired. Lady Blake accompanied by Sir John Keane arrived at seventeen minutes past five o'clock and were followed three minutes after by the bride, accompanied by Sir Henry, in a State chair, borne by eight coolies from Government House. Alighting from the chair she was led by her father, Sir Henry Blake, into the main porch of St. John's Cathedral where the verdant fringes of tropical palms gave the scene a picture of softness and beautiful serenity. Leaving on Sir Henry's arm she proceeded along the aisle—

"Grace was in all her steps, heaven in her eye.
In every gesture dignity and love."

She was attired in a charming gown of white satin with point d'esprit chemisette, fichu of chiffon with a long court train and spray of orange-blossoms and myrtle; and wore a long veil of tulle with bridal falls of real orange blossoms. She carried a shower bouquet of lotus flowers made by Mrs. Robertson, and wore a diamond tiara, given by Sir Henry and Lady Blake; a diamond and aqua marine pendant, the gift of the bridegroom; a diamond caduceus presented by her aunt, the Duchess of St. Albans, and other beautiful gems. Her charming little bridesmaids were the Misses Phoebe and Iris May, daughters of the Hon. F. H. and Mrs. May, Miss Margaret Goodman, daughter of Chief Justice Sir William and Lady Goodman, and Miss Jean Robertson, daughter of Mr. and Mrs. H. W. Robertson. They wore white satin Empire dresses, trimmed with pale pink chiffon sashes tied in a rosette under the arms and hanging down in long ends to the feet; white silk mittens, and wreaths of pink roses in their hair. Each carried a bouquet of pink roses tied with ribbon, and wore gold brooches representing spread wings with green enamel and pearl shamrock pendant, the gifts of the bridegroom. His Excellency was wearing his uniform as Colonel of the Hongkong Volunteer Artillery, and with his numerous decorations completed the setting to a magnificent scene. The inhabitants will surely appreciate the graceful compliment on the part of His Excellency to "Our Very Own" by associating his honorary colonelcy in the Corps with so memorable an event. Prior to the arrival of Miss Blake the opening voluntary, *Canticle Nuptiale* (Dubois), was played, and immediately she set foot in the sacred building the congregation arose and sang the hymn *Hark! hark! my soul angelic songs are swelling*. Then followed the ceremony proper, after which Psalm lxxvii—*God be merciful to us and bless us*—was sung to Wesley's chant. Then came the responses and prayers for the marriage service. In the course of a brief address by the Bishop, he urged them "to read together, pray together, live together, and be heirs together in Jesus Christ." At the close the hymn *O Perfect Love was sung*. Following the Blessing Stainer's *Sevenfold Amen* was sung, and during the signing of the register the voluntary *Allegretto Grazioso* (Tours) was played. The signatures of witnesses affixed to the register were those of Sir Henry and Lady Blake, Sir John Keane, and the Hon. F. H. May. As Capt. and Mrs. Arbuthnot left the Church, Mendelssohn's *Wedding March* was played on the organ and by the band of the 1st Sherwood Foresters, at the same time as the merry marriage-bells pealed forth their joyous greetings and announced to the Colony the conclusion of the holy ceremony. The service was performed by the Lord Bishop of Victoria, the Rt. Rev. Hoare, assisted by the Rev. R. T. Johnston, M.A. It was fully choral, and of the conventional, simple yet impressive style. Mr. A. G. Ward, the organist of the Cathedral, led the choir in his accustomed finished style.

AT GOVERNMENT HOUSE.

Immediately after the ceremony Capt. and Mrs. Arbuthnot proceeded to Government House where a reception was held. Here, as at the Cathedral, the ceremony was carried out with charm and dignity. Soft twilight was creeping on apace, permitting the short journey from church to be accomplished in the cool of the evening without the least suspicion of fatigue. The roadway was lined by police, who carried out their duties with great efficiency. Never have the walls of Government House looked down upon a more resplendent spectacle. Over one thousand guests received invitations to take part in this great social assembly, and almost needless to observe most of them accepted. It was a gay function, born of social impulse, and beauty, valour, wealth and patriotism were on parade. The well-trimmed lawn was a picture in itself. From trees at each of the corners long bands of red cloth were stretched and suspended from these were sixty baskets of variegated flowers. The tall pillars in front of the building were entwined with leaves, and palms waved a welcome at the door. With apartments architecturally magnificent as a groundwork the cunning of skilful decorators had worked a pleasant picture. Just inside of the hall Sir Henry and Lady Blake were present to receive their guests, while in the drawing-room stood Capt. and Mrs. Arbuthnot, the recipients of many congratulations on that festive occasion. The function must have been particularly pleasing not only to Sir Henry and Lady Blake and their charming daughter and son-in-law, but to the guests whom they afterwards in the pretty rooms met and greeted in an informal way. The scene, as the ladies and gentlemen moved about and exchanged handshakes with their numerous acquaintances in the ball-room, was one of great brilliancy; for the beautiful dresses and varied uniforms went to make up a spectacle of more than usual splendour. The wedding cake, which weighed 60 lbs. and was made by Messrs. Lane, Crawford & Co., stood on a carved blackwood stand surrounded by thistles and shamrock in the centre of the ball-room. The guests having been received and the cake duly cut by Mrs. Arbuthnot, His Excellency, on behalf of Lady Blake and himself, thanked the guests for their presence that day at the marriage of their daughter. He assured them how greatly they felt for the many tokens of friendship and goodwill that had reached them from every section of the community. He asked them to join with him in drinking the health of his daughter and her husband, and observed it was to Captain and Mrs. Arbuthnot the most momentous day in their lives. Concluding, he said God bless them and give them many long and prosperous days, with a full measure of that happiness that can only be secured by mutual fidelity, mutual trust, mutual forbearance and mutual endowment. God bless them both! The toast was enthusiastically received, and three cheers and a "tiger" were given for the happy couple.

In reply, Capt. Arbuthnot said—"Your Excellency, ladies and gentlemen, I thank you on behalf of my wife and myself for the very kind and cordial way in which you have drunk our healths. I must tell you how very much she appreciates, and how deeply she feels, and, therefore, how deeply I feel, all the kind thoughts and tokens of friendship which, for the last three weeks, have come pouring in to form a crown for our wedding day. I stand before you, I fear, under a graver charge than that of petty larceny; but I do not think it will require any suggestion on the part of Sir Henry Berkeley in order to induce you to return a finding of extenuating circumstances. To Hongkong I owe the greatest blessing of my life, and I shall not forget it. We thank you for all your kindness and in return we wish you all such happiness as is in my heart to-day."

In the dining-room the beautiful presents so tastefully arranged were the admiration of all. The jewellery, a veritable rainshower of glittering diamonds, attracted great attention while other presents elicited almost equal admiration. In the middle of a long table was the gold and silver centrepiece presented to Capt. Arbuthnot by Sir Henry and Lady Blake, while tapestries and carvings were placed around the walls. Most of the principal gifts are set out in another column, but a mention should be made of a costly and massive diamond and sapphire bracelet given by His Honour Mr. A. G. Wise and about fifty well-known gentlemen. A large gold and silver centrepiece given to the bridegroom by Sir Henry and Lady Blake was really a beautiful gift, being a massive piece of work, delicately executed and standing upwards of three feet in height. At the foot it has the inscription, "Presented to Capt. Arbuthnot, Scots' Guards. From Sir Henry and Lady Blake. June 8th, 1903," while on another tablet is engraved the Arbuthnot coat-of-arms. Then there was a silver bowl and very old gold lacquered tray "Presented by members

of the Hongkong Civil Service to Miss Olive Blake on the occasion of her marriage with Capt. Arbuthnot." No less than fifty-eight Government servants subscribed their signatures to a parchment which accompanied the present. From most of the Consuls in Hongkong beautiful bouquets were forwarded. Other presents sent collectively included the gifts from the bridesmaids, the Land Office, several ladies of the garrison, friends of the China Missionary Society, the Po Leung Kuk and Tung Wa Hospital and the Kaifong Committee. Many presents are still in England or on the way out so that the large collection seen at Government House this afternoon did not comprise the total number of gifts to the happy couple. The Band of the 1st Sherwood Foresters was in attendance and, under Bandmaster E. J. Bradley, played the following selection:—

Selection—"Haddon Hall".....Sullivan
Valse....."Bleue".....Margis
Selection—"Faust".....Gounod
Selection—"Henry VIII".....Ed. German
Pilgerchor....."Und Lied an".....Wagner
Selection—"Scotland's Pride".....Godfrey.
God save the King.

At the close of the function shortly after seven o'clock, the newly wedded pair left, amid the firing of crackers at the main entrance, for Mountain Lodge, the Peak, where they will remain until Wednesday when they intend proceeding to Macao on the Government yacht *Stanley*, after which it is their intention of spending ten days on the West River and, at a subsequent date, of journeying to Japan. During the day congratulatory telegrams were received from T. R. H. Prince and Princess of Prussia, Sir Horace McMahon, Col. Arbuthnot, Capt. Nicholson, Capt. Keller, and others.

And so is brought to a happy consummation a true love-marriage—sanctified and happy. They have the best chance of happiness, who, meeting on the very threshold of life, enter upon its duties together; with free, fresh hearts, easily moulded the one to the other, rich in all the riches of youth, acute to enjoy, brave and hopeful to endure.

THE GUESTS.

Among a large number of invited guests were the following:—

Mrs. and Miss Armstrong, Hon. Dr. and Mrs. Atkinson, Major Ayers, and Mr. A. S. Anon.

Major and Mrs. T. W. G. Bryan, Mrs. E. A. Bremner, Mrs. and Miss Bateman, Mr. and Mrs. F. Browne, Mr. and Mrs. Bowler, Miss Barr, Mr. F. H. Batchelor, Major and Mrs. Baker Brown, Mr. H. W. and Miss Bird, Mr. H. R. Brague, Lt.-Col. and Mrs. Birdwood, Mr. J. F. Boulton, Mr. and Mrs. Paul Brunt, Miss Barker, Mr. J. Barton, Miss Baker, Archdeacon and Mrs. Banister, Sir Henry, Lady and the Misses Berkeley, Major H. H. Brown, Major and Mrs. Bewley, Commander Barton, Mr. and Mrs. Baggan, Mr. Bird, Mr. Hart Buck, Mr. G. Brusse, Mrs. J. W. Brown, Rev. G. H. and Mrs. Bunbury, Major and Mrs. Benson, Mr. F. B. L. Bowley, Capt. and Mrs. Boyd, Mr. D. E. Brown, Mr. and Mrs. Beck, Mr. C. E. H. Beavis, Mr. A. Babington, Com. W. H. Beecher, General and Mrs. Bragg, Dr. J. and Mrs. Bell, Mr. J. W. R. Bazier, Major and Mrs. F. W. Bunney, Rev. and Mrs. Bridle, Mr. and Mrs. and Miss Iain, Dr. Barett, and Mr. J. J. Bryan.

Major and Mrs. Caulfield, Mr. T. C. Cochrane, Mr. C. Clementi, Mr. J. H. Cox, Mr. Un Lai Chuen, Mr. Leung Pui Chi, Mr. and Mrs. and Miss Cocker, Mrs. Crowle, Dr. Col. Candy, Mr. W. T. Chapman, Major and Mrs. A. Chapman, Hon. W. Catham, the Hon. Sir Paul Chater, Mr. B. T. Craig, Capt. Camale, Capt. and Mrs. Crichton, Mr. and Miss de Champeaux, Mr. A. H. Crook, and Mr. E. W. Carpenter.

Commander F. W. Dean, Mr. and Mrs. T. Drayson, Dep. Insp. Gen. and Mrs. I. Rev. Commander and Mrs. C. W. Dawes, Mr. and Mrs. Danby, Mr. and Mrs. Denison, Mr. and Mrs. W. B. Dixon, Miss Doberck, Mr. and Mrs. Haver Doree, Major J. Daly, Mr. E. E. D'acorn, Mr. and Mrs. W. Trenchard, Mr. Davy, and Mr. and Mrs. S. T. Dunn.

Miss Eyre, Mr. R. C. Edwards, and Miss Elwin.

Mr. A. A. Franklin, Mr. Fung Wa Chun, Mr. and Mrs. A. C. Fullerton, Mr. Sin Tak Fan, Mr. and Mrs. H. W. Fraser, Major G. A. French, Miss Foney, Mr. and Mrs. F. G. Figg, Mr. A. Forbes, Capt. and Mrs. Fitz Williams, Mr. and Mrs. J. M. Forbes, and Mr. H. S. Fisher. Mrs. and Miss Gompertz, Mr. D. O. Gumprecht, Mr. and Mrs. C. H. Grace, Mr. and Mrs. F. D. Goddard, Mr. and Mrs. Warburton Grey, Miss Grey, Major-General Sir W. J. and Lady Gascoigne, Mr. and Mrs. E. Goetz, Mr. T. C. Gray, Mr. J. Gossman, Mr. E. J. Grist, Mr. and Mrs. E. F. Gros, Mr. A. W. Grant, Mr. and Mrs. H. Gedge, Mr. and Mrs. Gress, Miss Gray, and Mr. A. Gibson.

Major A. B. Hamilton, Rev. Mrs. and Miss Hickling, Mr. and Mrs. Hancock, Mr. and Mrs. Shelton Hooper, Dr. and Mr. Montagu Harston, Mr. and Mrs. Ho Tung, Mr. and Mrs. Ho Wing, Mr. and Mrs. Ho Fook, Mr. and Mrs. B. Brotherton Harker, Mr. and Mrs. E. A. Hewett, Mr. C. C. Hickling, Mr. and Mrs. Hazeland, Mr. and Mrs. J. Hastings, Miss Hamper, Mr. and Mrs. F. Hazeland, Mr. E. Hankey, Mr. H. K. and Miss Holmes, Mr. B. E. Han on, Mr. and Mrs. Owen Hughes, Mr. F. Paget Heit, Capt. and Mrs. Hewitt, Miss Hawker, Mr. W. Stuart Harrison, Mrs. C. P. and Miss Hance, Mr. A. Haupt, Mr. Hamman, Mr. H. H. Hollingsworth, Mr. C. H. P. Hay, Mr. and Mrs. J. J. Hughes, Hon. Dr. Ho K. K. Dr.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

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made in the tropics—SAN MIGUEL.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUPLICATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 18th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	On 10th June.
all PACIFIC COAST PORTS, via	"MACHAON"	On 14th July.
NAGASAKI, KOBE and YOKOHAMA		

S.S. "TELEMACHUS" has arrived and leaves for Japan and Pacific Ports on 10th inst.

S.S. "OANFA" from Tacoma left Moji 7th inst. for Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th June, 1903.

[8]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"KIUKIANG"	8th June.
SHANGHAI, CHINKIANG and WUHU	"WUHU"	9th "
SHANGHAI	"HUNAN"	10th "
YOKOHAMA and KOBE	"CHINGTU"	11th "
CEBU and ILOILO	"WUCHANG"	16th "
TIENSIN	"KWEIYANG"	18th "
MANILA	"CHINGTU"	18th July.

PORT DARWIN, THURSDAY 15th.

LAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Ports in Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED OCEAN SALOON FARES, SINGLE A. D. RETURN, 100 S. A. I. A. AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th June, 1903.

[7]

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th June, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIZURU MARU"	T. Saito	TUESDAY, 9th June.
FOR TAMSUI	"DAIGI MARU"	T. W. Iwano	FRIDAY, 12th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 14th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 3rd June, 1903.

T. ARIMA, Manager.

[1279d]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st May, 1903.

[35c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$1 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[322c]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....\$1.50

2nd ".....70

3rd ".....30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 30th May, 1903.

[37c]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic S.S. Co.'s

"ARARA"

will be despatched on THURSDAY, the 18th instant.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 4th June, 1903.

[482c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU.....E. P. Bishop.....3,869.....FRIDAY, 12th June, at 11 A.M.

ROSETTA MARU.....N. Tate.....3,876.....WEDNESDAY, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 6th June, 1903.

[171c]

AMERICAN AND ORIENTAL TRANS-PORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"

will be despatched on or about TUESDAY, the 9th instant.

For Freight, apply to

ARNHOLD, KARBERG & CO.,

General Eastern Agents for China.

Hongkong, 4th June, 1903.

[534c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Payne, will be despatched as above on THURSDAY, the 11th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 4th June, 1903.

[667c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 27th May, 1903.

[638c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"CHARLES TIBBERGHEN".....24th June.

"MACDUFF".....10th July.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 6th June, 1903.

[329d]

"GLEN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLENHARRY,"

Captain Willy, will be despatched as above TO-MORROW, the 9th instant.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Hongkong, 4th June, 1903.

[669c]

"GLEN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLENHARRY,"

Captain Willy, will be despatched as above TO-MORROW, the 9th instant.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Hongkong, 4th June, 1903.

[669c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 4th June, 1903.

[666c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAURIE & Co.,

General Managers.

Hongkong, 6th June, 1903.

[677c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on THURSDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 3rd June, 1903.

[664c]

Shipping.

STEAMERS.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Mutton, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAURIE & Co.,

General Managers.

Hongkong, 6th June, 1903.

[672c]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$400 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRES, &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903.

[670c]

SANITAS

FLUID

OIL

ORUEN FLUID

POWDER

EMBOCATION

SCAP

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiery,
Haberdashers and General Outfitters.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.

June 6th.

R. G. HECKFORD,
MANAGER.

GLIMPSES OF CHINA.

MACAO.

Hongkong, 4th May.

Macao is a Portuguese settlement on the mainland of China about 40 miles south-west of our colony of Hongkong.

It is a place of no little historical interest, having been occupied by Portuguese traders as far back as the year 1557. Previous to this several of the neighbouring islands, Chin-chew, Siampo, Tamao, &c., were inhabited by traders and missionaries, of the latter the most celebrated being Francis Xavier who died on the island of San Chuan (St. Yolin's island).

As in the case of all the earlier European settlements in China, Macao was for long subjected to attacks and raids of pirates and adventurers. The Government at Canton nominally accorded their assistance to the traders and settlers, but either by design or by inability, the assistance accorded had but little effect in preventing these attacks. The Portuguese accordingly took measures to insure their own safety, and armed vessels to rid the neighbouring seas of these marauders.

The town of Macao, which was founded by these traders as soon as they had gained a secure footing on the coast, soon rose into prominence. The proximity of the important Chinese capital of Canton was the chief factor in this rise, for traders early recognised the value of a sea port so situated as to be easy of access by river from this centre of native trade and yet affording anchorage to sea going vessels. The settlement includes a strip of land of about 14 square miles in extent on the western side of the estuary of the Canton river, and the town and harbour are most picturesquely situated on a narrow peninsula of somewhat hilly and broken formation, the hills sheltering the town both to the north and south.

The appearance of the town is, at the first impression, distinctly a European one and reminds one strongly of coast towns of Spain, Italy, and Sicily, in the Mediterranean. The flat-roofed houses are, many of them, painted in various colours—red, blue, and green—while the well-arranged and handsome boulevards add greatly to the foreign appearance of the place.

To revert to the history of the settlement. It must be remembered that its original occupation dates back so far as the sixteenth century, but none the less, although traders of other European nationalities besides Portuguese were located there—notably those of the East India Company and the Dutch Company, which had both establishments there in the 18th century—still, until comparatively recently, the settlement was claimed by the Chinese as their territory. It was only after paying a yearly rent for it up to the year 1849, when further tribute was refused, that the representatives of the Chinese Government were forcibly expelled by the Portuguese, and finally in 1887, the claims of Portugal over the peninsula were formally recognised by China in a treaty signed by the two powers in that year.

It is, therefore, the more to be wondered at, that the progress of the colony should have been so great, when these adverse circumstances are borne in mind. For it cannot be doubted that although overshadowed as it is by the neighbouring port, and colony of Hongkong which from its superior geographical advantages gains preponderance of the trade of Canton and Southern China generally, yet the thriving appearance of this bustling little port of Macao, shows at a glance, that the old traders, Portuguese, Dutch and English, made no mistake when they elected this as a port of call and a trading emporium in their voyages to the Far East.

Some interesting relics of the struggle between the European settlers and the Chinese occupiers of the peninsula still exist. Of these a notable one is the wall built in 1573 by the Chinese across the isthmus to cut off the barbarians and separate them as far as possible from themselves.

It is also of interest to remember that the settlement was temporarily occupied by the British on two occasions—once in 1802 and again in 1808—as a measure of policy only, and to merely prevent the colony being seized by the French.

The colony is separated from the island of Heang-shan by an arch, built in 1870, at the end of the narrow sandy isthmus that lies between the town surrounded by low ranges of hills which meet at an angle, and the buildings lie for the most part between these hills and the anchorage, but several of them occupy the neighbouring heights and declivities, upon which are also situated the Forts which guard the entrance to the port and river. There are a number of public buildings throughout the town, well constructed and of no little architectural skill. Of these the more important are the cathedral and several churches, the hermitages of Guia and Penha, the Government House and offices and the forts of San Francisco and Bom Parto. The trade of the place, although as already mentioned of lesser importance since the occupation and development of Hongkong, is still considerable. There is a steady and well maintained export traffic in tea, tobacco and preserves. There is also a large native trade in rice, opium and silk. Several factories, chiefly those for the manufacture of tiles, bricks, and cement blocks, have also been established.

In the town are several places of interest. The Garden and Grotto of Camoes, once the resort of the celebrated Portuguese poet Camoes, are still to be seen and attract many visitors. There is too a fine ruin, the facade of the ancient Jesuit Church of San Paulo, which was destroyed by fire in 1835. The Avenida Vasco da Gama is worthy also of a visit and is a favourite resort of the Portuguese inhabitants of the better class.

To the visitor, however, perhaps of equal interest will be the sight of the fan-tan or gambling saloons, which in this colony are not only openly permitted but are even protected and licensed by the authorities. The game is one in which the whole population participate with-

out distinction of race, religion, or nationality, and at the same time may be seen not only celestials, but also English, French, German and Portuguese, equally immersed in this fascinating lottery, which although not boasting the scientific appliances of Monte Carlo or of European casinos, yet, as played by the Chinese, possesses no little charm for the true gambler, to whom the essence of the sport is found in its absolute uncertainty and varying results.

To describe the game would be difficult to enable a full knowledge of its intricacies to be explained, but its most salient features are a series of wagers laid by the onlookers on certain numbers, and these wagers admit of many combinations, which considerably complicate the game. In other respects, however, it is very simple as it depends merely on the numbers of cash that are found to be contained in a handful seized at random by the "croupier" from a heap on the table before him and counted out. The gambling spirit is not confined to the fan-tan tables only, but permeates the public and private affairs of the colony to no little extent. As in many of the smaller European states, Government lotteries are recognised sources of revenue, and to such a degree does the custom prevail, that even the religious institutions and hospitals have their own lotteries from which they derive a fixed and certain income.

Macao, owing to its vicinity to Hongkong, gains each year a large number of visitors, not only of the residents of the latter place, to whom it affords a change of scene within easy distance involving a short trip by sea, but also of the many tourists of all nations from Europe and America. Canton too aids in attracting this flow of visitors, to the Portuguese colony, for the latter is situated at the mouth of the river on which the Chinese Capital is built, and the visitor to Canton, that quaint and typical monument of Chinese exclusiveness and enmity to progress, must perforce on his way visit Macao or at any rate pass within close view of it. Few then are able to resist the picturesque charms of this little European settlement nestled in its sheltered nook under the coast hills, and the hospitality which the Portuguese extend to all, without distinction of race, and the gay tone that characterises the place with its quaint combination of frowning forts gay boulevards, and solemn churches, all infused with life and movement of the brightest by a people so free from care and pleasure-loving as the Portuguese are, all these are inducements to the traveller to halt a while at this little out-of-the-world spot, and enjoy the pleasures that abound there, and be received with hearty welcome, and bidden farewell to with sincere regret.

The approaches to Macao are extremely beautiful, and I resemble, to some extent, in a miniature fashion, the Bay of Naples. There is a fine sea-front, the Praya Grande extending along the full face of the town. In hotels this little colony is exceptionally favoured, the chief one being the Boa Vista, which is under European management, and as regards food, cleanliness, and hygiene leaves nothing to be desired. It is beautifully situated, overlooking the Praya Grande and the sea front, and from its location it is cool and comfortable. Many travellers testify to the completeness of its arrangements, which combine privacy and repose with a service second to none. Other hotels exist, some of them excellently managed, although run entirely by Chinese, who if they nothing else, possess at least an extraordinary power of imitation and adoption of civilized methods, when it serves their purpose to do so, and when they find that such methods lead to the attracting of visitors, and to a consequent increased advantage to themselves.

MANDARIN.

TIENTSIN.

(From Our Own Correspondent.)

Tientsin, May 23rd.

The races are over and every one is thoroughly glad as a more wretched meeting as regards weather could not well be imagined. Now things will turn round and go on in their usual groove. A variety entertainment and Roberts, the billiard champion's, visit are the only social fixtures before a general exodus for "furni pax" as represented by Peitaiho and Weihai takes place. That the villagers in the country are not quite serene is indicated by the narrow escape a route reconnaissance party had last week from being mobbed if not worse. The villagers got hold of some mule carts required by the military and there was a squabble in which one of the Indians was hurt rather badly. It was a trifling matter in itself, but shows the "unsophisticated native" of to-day needs watching, and a little further on near Shankai-kwan the people are workmen by day and robbers by night, most of them having very modern rifles indeed, said to be supplied by Russia.

Talking of Russia, some very colour de rose telegrams from this side are going home now as the Central News representative is here, and their policy is to see no harm in anything Russia does, and to represent the situation in London as favourable as light as possible. We hear more and more of Japan's intention to fight and it is generally hoped it is true. The Russians have been engaging Norwegian steamers at Vladivostok to take provisions and do general transport work, and small detachments of officers and men have been crossing to the Yalu lately in these boats.

I have been a bit under the weather and stuck in my letter. A note from Peking received yesterday states:—

A pitiable tale of harvest prospects reaches us from the country fifty miles south of Peking. The outlook is most gloomy at present. There is absolutely no wheat, and the people are most anxious about the autumn crops. Where they have been sown early in the year and already sprouted, they are quite withered by wind and

drought; but the greater part of the land is still unsown, baked dry to a depth of eighteen inches or two feet, so that it will take a lot of soaking before anything can be sown. The trees are many of them almost stripped of their leaves, and look as if autumn were already here. There is no food for the animals, and a great deal of sickness amongst them in consequence. Your prayers for rain are most urgently needed; for if it is delayed much longer, there will be no time for the larger crops, especially kaoling and small millet, to bear any large yield of grain. Indeed it looks as if the tales of famine that have reached us from the South may not improbably be repeated much nearer our own doors. And meanwhile the usually wealthy merchants of Tientsin, who are always liberal contributors to famine funds, are themselves being heavily impoverished by the financial crisis which is prolonged from week to week without any real signs of improvement. It is not surprising that under such conditions there is ominous talk of what the end must be, when the strain on rich and poor, town and country, becomes unbearable. The time may come when individual suicides and individual patience will no longer meet the need—is it too much to hope that before it comes, talk will have given place to action, and Gallio have made room for Paul?

News from all round indicates trouble and sickness on account of the drought. At Yang-tsun only a few miles from here heavy rain has been experienced, and the land is flooded for some distance. But the majority of districts lie parched, and in Peking small-pox is said to be raging, 1,000 deaths being already recorded from that disease alone.

The hard blows we have had yesterday resulted in a small launch laden with passengers (Chinese) and luggage from the Hsiching being swamped on her way from the Bar, and a number of lives lost, the little craft being overtaken by a squall, and being too heavily laden to rise to the waves.

Though it is late in the year for amateur entertainments, an excellent variety show was given by the Ladies' Benevolent Society here last evening to a very full house—excellent music, character songs, and tableaux all done in first class style. The Society is doing excellent work among the hospitals, etc., and promises to be a social boon to Tientsin as well as a philanthropic stand-by.

The Empress Dowager is said to have been moved to tears at the sight of Chang-Chi-tung's white hair, and remarked that it was more than twenty years since she had seen him last, but rejoiced to see him apparently strong and in good spirits. She was much struck with his energetic, capable answers he gave to all her questions. In regard to all Russian affairs his answers were given in such a low voice that they were inaudible to the ears usually attentively ajar at such audiences.

It is the idea of the Dowager and a few of the men who have 'had enough of it' to put Chang in the Wei Wu Pu to deal with Russia. Chang is not at all keen on it, and is making all manner of excuses; but he will be landed yet I expect.

Sheng Tsjen whose wealthy son-in-law in order either to find favour for himself or his father-in-law, in a rash moment volunteered to refit the Summer Palace with electric light at his own expense. About three weeks ago he had the bad taste to die, and now the Court officials are demanding that Sheng Tsjen take on the responsibility, which is a little bit of a sell for Sheng, but he has to do it.

THE MINT PRICES OF GOLD.

We are all very apt to tumble into error when we begin to talk about the standard currency of the country, and lately some of our newspaper luminaries together with sundry transcendental currency philosophers from amongst the general public, have been roundly abusing the Bank of England for its "apathy" in allowing the gold that has reached the London market to be snapped up by foreign buyers. It ought to have bought all that came in, no matter what the price, the cry of these volunteer public instructors is. They forget that there is but a very narrow limit within which the Bank can buy gold, a limit fixed by statute. The Mint price of gold in gold coin is 77s. 10d. per oz. It is open to any one in the proud possession of as much as £20,000 worth of bar gold of standard fineness—that is to say eleven-twelfths gold and one-twelfth alloy—to take that metal to the Mint and ask to be good enough to make the bars into sovereigns. The Mint will coin this gold at its convenience. It does not buy the gold with sovereigns over the counter, but assuming it to undertake to work within a week or two—and it might not do it for many weeks—the weight in sovereigns handed back will be exactly equivalent to the weight of bars delivered. In other words, the Mint is not empowered to make any charge whatever for the work of coining. It simply turns the bars into stamped discs of a certain fixed weight and valued at a certain fixed invariable price per oz. in bar gold. That is the keystone of our "gold standard" system. The British sovereign is worth its weight in metal of the same standard fineness the world over. How then can the Bank of England pay, let us say, 77s. 10d. for the metal when the sovereign is only worth in that same metal 77s. 10d.? It simply can do nothing of the kind, and when under the pressure of foreign buyers on the market drives the price of the metal above the Mint price in sovereigns the Bank is perfectly powerless to buy, unless it is determined to sacrifice the interests of its stockholders and make a dead loss by its transactions.

Owing to the fact that the Mint does not buy gold with sovereigns when the metal is offered to it, but simply accepts it for coining, paying its notes for it, the Bank has become the one bullion buyer in the London market. That is one of its privileges, and another is the command given to it by the Act of 1893, under

which it conducts its bullion and other business, to buy bar gold in exchange for its legal tender notes at the price of 77s. 9d. per oz. The difference between this price in paper and the Mint price of the metal in sovereigns represents the range within which the Bank can purchase the metal, either at a profit or without danger of loss. On occasions of extreme pressure it has given as much as 77s. 10d. for bar gold, thus sacrificing all but the slenderest chance of profit, but in all ordinary times it buys the metal somewhere between 77s. 9d. and 77s. 10d. per oz., as near the lower of these figures as it can, and pays for what it buys in its own notes. The power to buy gold below its Mint price, with legal tender notes, resides in the Bank of England alone, because it alone possesses the legal tender paper currency, and the three halfpence difference between the compulsory buying price and the Mint price represents one of the perquisites attached to the Bank's monopolist position.

It may be asked, however, why does the owner of gold bullion submit to a reduction in the price represented by the Bank's purchases of standard bar gold at 77s. 9d. per oz.? Various reasons may be offered, but the most obvious is the saving of interest effected by the promptitude with which the transaction can be completed. An impo-er of gold can take his metal immediately to the Bank of England and get 77s. 9d. per oz. for it, payable in the Bank's notes, and these notes are at once available for the other purposes of the vendor. He can buy interest bearing securities with it; he can utilise the money in business; if a merchant can take up bills falling due, and in a variety of ways at once enter into the enjoyment of the fruits of his "deal" in gold. But if he took the metal to the Mint he might have to wait a month or longer before getting it back in the form of coined sovereigns. Hence it is usually profitable for the gold importer to turn it at once into currency by taking it to the Bank and selling it at something under the Mint price.

Recently the Bank has been buying gold in the market at 77s. 9d. oz. and report says it has also been paying the charges for assaying, which amount to about 4s. 6d. per bar of 204 oz. And it is doing this because there is still a demand for the metal in the open market sufficiently active to cause the supplies of bars coming to hand to be taken for export if the Bank offered no more for it than the statutory 77s. 9d. per oz. Should this foreign demand become greater than it is now, and drive the price up to 77s. 10d. per oz. or more, in all probability the Bank would cease to compete for it, for, as we have said, only in times of emergency does it pay the Mint price. These explanations may suffice to keep people out of the mistake recently made, and prevent angry outcries against the Bank directors for apathy and in inference to public interests. The limits of price within which it can operate are absolutely fixed.—*Investor's Review.*

IMPORTANT MOVE AMONG CHINESE.

A correspondent who sends to the *Manchester Guardian* a number of interesting and, it may be, important movement amongst Chinese of the higher ranks, says he was introduced to two young Chinese, one studying law in London the other medicine in Edinburgh. They were both sent abroad at the expense of a wealthy and progressive Manchurian prince, and he understands that the number of young Chinese abroad just now under similar circumstances, either at the expense of their parents or of wealthy patrons and friends, is very considerable, and is rapidly growing. The Manchurian and Mongol princes—the proudest, most ignorant, and most reactionary of all classes in the country—are sending their sons to travel abroad, though not as yet to reside and study there. Several of these young nobles are visiting Japan, especially for the great exhibition at Osaka, and are then going to Hongkong and the Straits Settlements. If this ruling aristocracy could be liberalised and educated there might be hope for China even yet.

Of young Chinese of a less exalted class he was told that there are over 830 now studying in Japan, many of them have been sent there by the viceroys and governors of various provinces at the public expense. Japan of course has the great advantage of being close at hand, of being comparatively cheap to live in, and of possessing a language cognate to Chinese. But that the students return from Japan with "revolutionary ideas," and talk, after being a short time there, of popular rights, equality, liberty, and the like. So much concern has this given to the Chinese Government that they have complained about it to the provincial authorities who send the students abroad, and have desired them in future to send as many of the young men as possible to Europe and the United States rather than to Japan. The whole movement denotes a change in the ideals of the Chinese literary class which may produce important consequences for their country.—*Manchester Guardian.*

THE NIPPON YUSEN KAISHA.

The following is the twenty-sixth report presented to the shareholders at the half-yearly ordinary meeting held on 26th ult.

Gentlemen:—The directors submit to you the annexed statement of the liabilities and assets of the company, and profit and loss account for the half year ended March 31st, 1903.

The gross profits of the company for the past half-year amount to Yen 3,461,415.237, out of which there has been paid:

Depreciation of the company's fleet and property Yen 674,739.710
Insurance fund 148,882.560
Ships' structural repair fund .. 424,672.380

Yen 1,248,294.650

leaving a balance of Yen 2,213,120.415, including Yen 703,842.828 brought forward from the last account.

The directors now propose that Yen 11,056,030 be added to the reserve fund, raising it to Yen 1,784,579,736; Yen 700,000/100 to the fund for the extension of service and improvement of the fleet, bringing that amount to Yen 2,700,000/100; and that Yen 71,358/110 be allowed as directors' and auditors' fees. From the remainder the directors recommend a dividend at the rate of ten per cent., together with two per cent. as special dividend, thus making twelve per cent. per annum, which will absorb Yen 1,320,000/100.

The balance, Yen 733,291/275, will be carried forward to the next account.

REMPEI KONDO,
Chairman.

MANCHURIAN RUSSIA.

HOW SILFNT PERSISTENCY HAS WON A BATTLE FOR THE BEAR.

"Good-bye," said my American friend in Port Arthur. "Be sure and write to me, and by the way, address your letters to 'Port Arthur, Russia.' They like that over here, and it's really the way the letters should be addressed, after all."

That was in Manchuria in 1900, during the first days of the Boxer uprising.

How well the events that followed closely upon one another's heels in 1900, and then proceeded more slowly, but as remorselessly as fate, have proved the wisdom of the words of my American friend!

Naval and army officers in the Russian fleet and with the troops of the Tsar during the campaign that followed the Boxer movement made no secret that they looked upon Manchuria as Russian territory. The diversion of the troops from Odessa from their original destination, which was Taku, to Port Arthur and Newchwang showed careful observers in the Far East in 1900 that Russia thought that something else in connection with affairs in China was of greater importance than the relief of the besieged Legations in Peking. Even clever diplomats like Baron Wogack, the man to whom much of the credit of securing Port Arthur for Russia is due, openly stated his belief in the necessity of Russian control in Manchuria.

The Powers were warned in 1900 and in 1901, time and again, that the policy that Russia was pursuing was aimed, without the slightest doubt, toward the absorption of one of China's great provinces, but no one called a halt, and Russia's work went on.

And now in 1903 we are confronted by two events of great importance, each of which throws still more light on the policy of steady advance and constant aggrandisement of territory which Russia has adopted in the Far East, but still takes pleasure in denying.

First comes the startling news from Peking that Russia has refused once more to keep her solemn promise and evacuate Manchuria unless China accedes to seven demands which would make Manchuria—as surely—Russian—as are Smarand and Bokhara.

No sooner has this news set the world a-talking, and each nation wondering what some other nation's Government will do, than Russia comes forward with the inevitable denial. Russia's denials are invariably clever, and although they rarely deceive they serve a purpose which is most far-reaching in effect. This last one is exception to the rule.

While asserting positively that some of the most daring clauses of the attempted agreement were non-existent, Russia coolly admits the former establishment of certain conditions, and the desire to institute others, which, while they seem to be of far less importance than the portions which Russia has seen fit to deny, will be found, when carefully analyzed, to be so far-reaching in their import as to be fairly astounding.

When the reported seven demands were under discussion prior to the statement on the subject made by the Russian Government, writers were generally agreed that, should China grant Russia the control of the Customs and sanitary regulations of the port of Newchwang, that port would be practically closed to foreign trade under the existing treaties.

Yet what does Russia have to say on this subject? Simply that there is no necessity for a discussion of the Customs question, as such a régime is already in force, and as to the sanitary commission, that it has been rendered extremely important from the fact that plague was introduced into Newchwang last year by an English vessel.

Ponder upon that, if you please. "There is no use objecting to the request of that item," says Russia, "for we have what we have asked for, having procured it before making the request." That is Russia's way. She quietly bags what she can get away with, and when she has secured it beyond all probability of loss, she makes formal demand for it. If her request is granted, well and good. If it is refused, well and good also—the *status quo* remains.

Some day Russia may—to use an American expression more forcible than elegant, perhaps, but none the less expressive—bite off more than she can chew. When she has done so, it will be time enough to discuss her probable course. At present there are no evidences that any such event has taken place.

As to Manchuria, it is practically Russian territory, and the sooner the Powers wake up to a realization of that fact the better. China is helpless. America will not stand square in Russia's path, nor, unless appearances are most deceitful, will Great Britain. France and Germany would welcome any grab in the Far East that would tend to strengthen the latter in Shantung or give an excuse to the former to gain a foothold in Kwangsi.

Japan alone remains. What will Japan do? It is extremely doubtful if Japan will ever act as far as Manchuria alone is concerned without a definite understanding with Great Britain or the United States or both. Japan is no philanthropist, and will never fight for the

general good of other Powers whose pockets are far better able to stand the expense.

Thus Russia prospers in her silent, persistent game: saying little unless it is to deny some report that, true or false, sets the world talking too much about her plans; never deviating from the path she has chosen, no matter how much wordy opposition she may encounter, in the firm belief that she will be confronted by no more serious obstacle.

Now is the time for Great Britain to formulate and declare a policy in regard to her relation with China to which she will be willing to stand, come what may. One of two things must occur, and nothing can be gained by dodging the issue. Manchuria is in the hands of a Power that will not maintain the policy of the Open Door. So is Shantung. France is active in the south.

Either Russia must be forced to give up Manchuria, or the policy of the Open Door must be declared a dead letter. To be to the only one of a quarter of Great Powers to recognize and abide by that policy, though all the others may preach it with fervour, is to exhibit lack of common sense.

If the Open Door must be abandoned, nothing can be gained—nay, much may be lost—by the postponement of the adoption of such a course. If it is to be retained, Russia should be forced to keep her repeated promises and evacuate Manchuria, and that immediately.

Great as the difficulties are to-day attending upon this latter course, they will be far greater to-morrow.—*P.M.G.*

OPIUM REVENUE OFFICES

IN KWANGTUNG.

CARRYING OUT THE TREATY.

The *Sin Wan Pao* again gathers that the Peking Waiwupu has recently instructed the Kwangtung Provincial authorities that, in accordance with the new Anglo-Chinese Commercial Treaty, it is stipulated that China is permitted to retain her opium revenue offices but that a list of them should be made for reference, therefore the Kwangtung Provincial authorities were requested to appoint deputies to investigate and make out a complete list of opium revenue offices in that Province together with their locations, the list to be sent to the Waiwupu when completed.

GOOD NEWS FROM CANTON.

Writing from Canton, under date 4th inst., a correspondent says:—It will be interesting to Hongkongers, who have friends in Canton, and also to business firms, to know that all goods entering here with leviable duty of not more than five mace will be passed free of Customs duty to *bond fide* residents in Canton. This I am informed is an action taken by the new Commissioner, Mr. H. B. Morse, and if only as a sample of his intended course of procedure for the benefit of the port, will make his régime very popular. Mr. Morse has been appointed from Pakhoi.

AMOY MUNICIPALITY.

A BAD BEGINNING.

A native paper is informed that at Kulangsu, Amoy, was made an international settlement in April. A number of Sikhs was employed to patrol the streets, but the natives naturally ignorant of the new Municipal regulations that came into force that day, and the very next day a vegetable dealer came into the settlement to sell his goods as he often did, but now it was a violation of the regulations, consequently in some way he was struck a heavy blow on the head by the foreign Superintendent of Police and dropped down dead.

At the representation of the native authorities, the Municipal Council decided to give a sum of a hundred dollars to the deceased's family and to dismiss the foreign officer who committed the deadly assault.

KWANGSI FAMINE FUND.

The Hon. Treasurers acknowledge with thanks the following subscription. Amount previously acknowledged... .. \$29,349.53

A. F. Arculli	125
Wm. Paton	10
Collections of Basel Missions of the Hakka Church Hongkong	67.56
Lady Blake (2nd Subn.)	2.50
G. Piercy	10
Ship "Stanfield"	25
Johnson, Stokes and Master	150
Staff and Boys, Anglo-Chinese District Government School	110
A French Lady	25
G. de Champeaux	20
P. H. C.	10
Messrs. Cheung Wo	100
Comptadore, H'kong & Shai Bank	300
Carlowitz & Co.	100
Butterfield & Swire	200
Imperial Bank of China	100
Pacific Mail S. S. Co.	100
Meyerink & Co.	100
Meyer & Co.	100
D. Sassoon & Co., Ltd.	100
Kwok Siu Lau	100
Leung Kau Tong	100
Wan Sun	100
Tung Cheuk Hong	100
Wong Chuk Yau	100
Tsang Keng	100
Yuen Hop	100
Wong Siu Tong	100
Chau Dat Tong	100
Wai A Yuk	100
Mei On	100
Kwong Cheong Tai	100
Leung Sing On	100
Chiu Hang On	100
Mong Shu Tong	100
Yung Yik Ting	100
Ng Kwok Hing	100
Total	\$33,452.08